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IDEA-0802  
Cy. 3 of 4

6 June 1962

SUBJECT: Monthly Commander's Report for May 1962

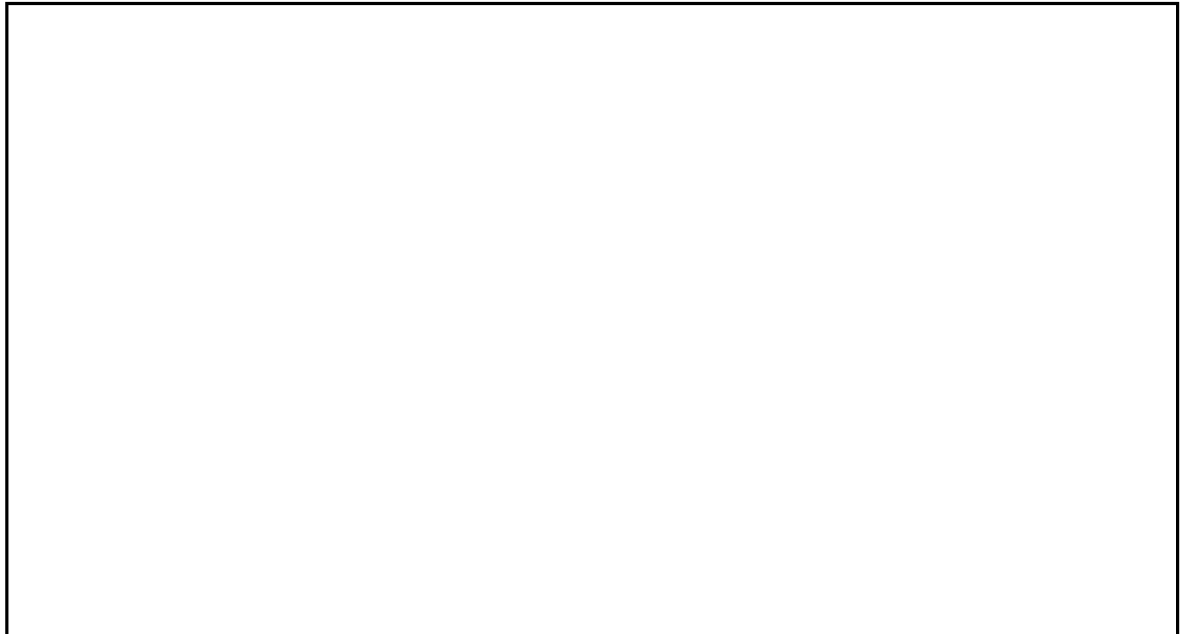
TO: Chief, DPD

A. General

The story for the Month of May was one of sitting out a bad weather period and trying to maintain minimum proficiency on the drivers. At the beginning of May we were faced with approximately ten weeks of historically poor operational weather. To date, the weather has run true to form and limited us to one operational sortie during the month. We have been exposed to an abundance of convective clouds and showery-type rainfall in the area of interest and experience of the indigenous forces indicates that it will be July before we can expect the type of weather we are after. We now have ample training fuel to enable us to eliminate any lack of proficiency brought about by the fuel problem. There are two good engines installed and spare engines in place. There are no major problem areas in either the support or personnel fields which have not already been acted on. I believe we are ready for a sustained operation when the break in the weather arrives.

B. Administration

1. Personnel Movements During May:



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2. General:

The Hostel has commenced construction of two additional bedrooms. When completed, this added space will permit us to billet visitors and replacement personnel without having to place three people in one room. The cost of this construction is being paid for by [REDACTED]

25X1

3. Financial expenditures for the Month of May totalled [REDACTED]. A breakdown is enclosed as Attachment 1.

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C. Operations

1. [REDACTED] 358 and 378 were flown a total of 30:00 hours. Sorties were flown as listed below:

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- a. 1 LOW NOTE mission.
- b. 7 [REDACTED] training flights.
- c. 1 [REDACTED] training flight.
- d. 1 maintenance test flight.

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2. A total of two LOW NOTE missions were scheduled. One was flown, as listed above, the other was cancelled due to poor target area weather.

3. One NEST EOG mission was scheduled but was cancelled due to poor target area weather.

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6. [ ] 358 was damaged on 22 May while being towed to the [ ] area. The tug was being used to tow the [ ] While in a turn, the tow bar freed itself from the tow bar connection on the rear of the tug. Damage was sustained to the aft section of the [ ] requiring an AOCPS status.

e. Parachute shelves are now covered with aluminum sheeting to better protect the chutes from wear and accidental tearing.

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10. Photo Interpretation Section:

a. Seven training mission films were scored for the Month of May. They were all satisfactory.

b. One LOW NOTE mission was reviewed.

11. General:

No pilot meetings were held during the month due to the indoctrination of the new Operations Supervisor. The meetings, however, will be resumed immediately.

D. Materiel

1. During the Month of May this station received two sea shipments of fuel, the SS ALOHA STATE on the 6th with 490 drums and the HONG KONG BEAR on the 31st with 707 drums. In addition, five aircraft brought in a total of 191 drums during the period 3 - 7 May. Samples submitted for laboratory analysis on fuel received on the ALOHA STATE were contaminated. This could have been caused enroute due to the poor method of packaging. This station has since received specification containers and technical instructions for sampling fuel. New samples have been sent to the laboratory.

2. FAK cards are up to date with all authorized items either on hand or are on back order. The inventory was not completed due to personnel engaged in priority activities.

3. The new deck of SLOE cards expected during the month did not arrive.

4. Our local military support unit furnished this station with a copy of the UAL items which will be used in inventorying 402 Account items. We received from them four new 12' Hot Point refrigerators for the Hostel. A metal folding cot for Personal Equipment Section was also received. Their assistance in auto parts was very little, but four vehicles were given major inspections with some major parts replaced.

5. Our first AOCF request was sent out on 23 May.

E. Maintenance

1. A total of ten sorties were flown during the month for a total of 30:00 flying time. [ ] was flown 20:25 hours, total airframe hours 1807:25, 60:50 hours remaining on [ ] before PE inspection is due. [ ] was flown 9:35 hours, total airframe hours 860:35, 22:25 hours remaining on [ ] before PE is due as of 1 June.

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25X1A 2. During this period we have had only minor maintenance discrepancies on the two [ ] On [ ] 358 an engine change was made on 17 - 19 May, an OK test flight was made on 21 May. Engine #P610397 was removed from [ ] 358 for hot section inspection and shipped to the depot on 22 May. To date, we have one spare engine. 25X1A

25X1A 3. On 22 May [ ] 358 sustained minor damages to the aft section of the fuselage while being towed to the compass rose pad. (See Attachment 3.) Tow bar inadvertently became disconnected from the tug. Before brakes could be applied to the [ ], it ran into the back end of the tug and damaged the augmentor, [ ] and LH fuselage skin. New replacement parts were ordered from the factory on 22 May. Corrective action has been to install a new pinto hook on the tug. This hook is similar to the type used on jeeps and MA-2's. 25X1A

25X1A 4. Nine S/B's were installed and completed on [ ] 358 and two S/B's were completed on [ ] 378. 25X1A

5. Auto Pilot Maintenance Activity:

25X1A a. [ ] 358 - "Yoke pumps" were experienced on two flights early in the month. We found the main elevator cable tension to be low, increasing this tension corrected the problem. On 21 May [ ] noted excessive errors in the Southwest quadrant on his air swing. I do not believe compensation is the problem because the errors were less than one degree throughout the rest of the card. We changed the indicator (suspecting possible disc drag) and will ground swing the [ ] as soon as possible. 25X1A

25X1A b. [ ] 378 - Only one minor write-up on this [ ] this month. No definite malfunction in the system has been found. 25X1A

25X1A c. In the past two years the auto pilot system has been written-up seventeen times for "heading hold problems." On only two occasions has a definite malfunction in the system been found. All write-ups of this nature have come from the [ ] [ ] This could indicate a lack of technique in trimming the [ ] and fuel management. As stated in the handbook, heading hold write-ups are not legitimate unless a thorough investigation of in-flight trim is completed. [ ] have indicated that they will refresh the [ ] on procedures in this problem area. 25X1A 25X1A

d. To summarize, I think our auto pilot problems are minor and local. In general, I think we are in good shape at this time.

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F. Security

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G. Special Equipment

1. One operational mission was accomplished during the month for a total footage of 8010 feet. The equipment operated satisfactorily.

2. Routine maintenance and service bulletins were accomplished.

25X1A 3. IDENTITY A,  field service manager, arrived for a one week visit. No problems or changes in present status were contemplated.

H. Communications

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I. Medical

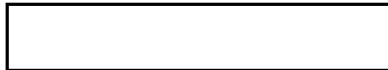
1. Six cases of food poisoning on 8 May were followed up by a very thorough examination of the kitchen staff and food storage, transportation and purchasing. The cause was not exactly pin-pointed, but it is suspected the illnesses were due to a canned ham which may have started to spoil. The facilities in the Hostel kitchen have also been improved thanks to the efforts of IDENTITIES H and I. Voluntarily, they were responsible for having the kitchen work table covered with stainless steel and made a new meat block table for the kitchen.

2. It was requested that newly arrived personnel be passed on to the Medical Technician for a briefing covering the food, water, common diseases, immunizations and venereal diseases of [ ]

25X1A

3. An SOP for health standards has been written for the refrigerators placed in the Hostel area for personal use. The units are inspected weekly along with the other Hostel, bar and kitchen facilities.

4. A bulk order for supplies not available in quantity, or in some cases not available at all in this area, was sent to Headquarters on 1 June.



25X1A

Attachments

1. Summary of May 1962 Expenditures, in dupl, h/w
2. Flying Accomplishment Chart, 1 copy, h/w
3. 2 Photographs, 1 copy each, u/s/c
4. Identities, in trip, u/s/c

Distribution

O & 2 - Hqs, w/atts as stated

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